



1/4" MAXIMUM BETWEEN ADJACENT SECTIONS ON STRAIGHT INSTALLATIONS AND 1/4" AVERAGE ON CURVES.

20'-0"

3'-1/2"

6" 6" 6"

7-#4" L BARS (TYP)

4-#4" W BARS (TYP)

FEMALE KEYWAY (SEE DETAIL "A")

(SEE LOWER CORNER DETAIL)

24"X24"X1-1/2" STYROFOAM PADS (TYP.)

10'-0"

1'-0"

1'-0"

1-4 "A" BAR (TYP)

MALE KEY (SEE DETAIL "A")

12" R

SANDBAGS

A

3'-0"

3 5/16"

3 1/2"

RIVETS (2)

3/16"

2 7/8"

INSET B

3/16"

1 3/4"

1 1/2"

1 9/16"

3/16"

RIVETS (2)

INSET A

TRAFFIC

SPlice PLATE

STYROFOAM PAD

3" 6" 3"

3"

1/4" STEEL PLATE

7/8" Ø HOLE FOR 3/4" STEEL BOLT AND NUT

FOR RAILS AND SHEETING SEE TYPE I

4'-0"

12' R

9"

11"

9"

11"

9"

11"

50"

1 3/4" DIA.

3 1/2" DIA.

3 1/2" DIA.

INSET A

INSET B

4'-0"

TRAFFIC CONES SHALL BE PREDOMINATELY ORANGE IN COLOR.

1 3/4" MIN. O.D.

3" MAX.

6" MIN. COMPLETE WRAP AROUND WHITE REFLECTIVE SHEATING WHEN CONES ARE USED FROM DUSK TO DAWN

28" MIN.

PLASTIC OR RUBBER

MIN. WEIGHT 7 LBS.

7 1/2" MIN. O.D.

BASE

14" MIN.

The technical drawings include:

- LOWER CORNER DETAIL:** A plan view showing the corner connection. It features a 3/4" steel pipe sleeve for a 3/4" steel bolt, a splice plate, and a styrofoam pad. Dimensions include 4-1/2" for the sleeve height, 2-5/8" for the bolt offset, 3" for the splice plate offset, and 6" for the spacing between reinforcement bars. The bars are labeled "A" BAR.
- 4-#4" W BARS (TYP):** A detail showing four #4 reinforcement bars spaced at 6" intervals.
- "L" BAR:** A detail of an L-shaped reinforcement bar with a 24" length and a 1-3/8" radius.
- "W" BAR:** A detail of a W-shaped reinforcement bar with a 24" length, a 1-3/8" radius, and a 1/2" radius at the bottom.
- LOWER CORNER DETAIL:** A detail showing the corner connection with a 3/4" steel pipe sleeve for a 3/4" steel bolt, a splice plate, and a styrofoam pad. Dimensions include 4-1/2" for the sleeve height, 2-5/8" for the bolt offset, 3" for the splice plate offset, and 6" for the spacing between reinforcement bars. The bars are labeled "A" BAR.
- VARIES 7/8" AT TOP 2-7/8" AT BOTTOM:** A detail showing the variation in the height of the reinforcement bar at the top and bottom.

1. TYPE 3 SHALL NOT BE PLACED ON CURVES WITH RADI LESS THAN 1000 FEET.
2. REINFORCING SHOWN IS THE MIN. REQUIRED. ADDITIONAL REINFORCING NECESSARY FOR HANDLING SHALL BE THE OPTION AND RESPONSIBILITY OF THE CONTRACTOR.
3. THE CONTRACTOR MAY MODIFY TYPE 1 (20' LENGTH ONLY) AND TYPE 2 SO AS TO PERMIT USE AS TYPE 3 ALSO.
4. STYROFOAM SHALL BE A CLOSED CELL POLYSTYRENE FOAM.
5. BOLTS AND NUTS SHALL CONFORM TO ASTM A307.
6. THE CONTRACTOR MAY USE A DIFFERENT INTERLOCK THAN THAT SHOWN IF APPROVED BY THE ENGINEER. HOWEVER, THE STATE SHALL BE RESPONSIBLE FOR ANY CRASH TESTS BE PERFORMED TO CONFIRM ADEQUACY OF A DIFFERENT INTERLOCK.

Orthographic projection of an L-shaped bar. The side view shows a horizontal bar with a $\frac{1}{2}"$ R on the left end, a 21" length, and a 2" width. The top view shows a U-shaped bar with a 21" length, a 10" width, and a $1\frac{1}{2}"$ R on the right end. The object is labeled "A" BAR.

AWING

REET

$$\frac{10}{17}$$

COPYRIGHT 2008, T&M ASSOCIATES – ALL RIGHTS RESERVED
THE COPYING OR REUSE OF THIS DOCUMENT, OR PORTIONS THEREOF, FOR OTHER THAN THE ORIGINAL PROJECT OR
THE PURPOSE ORIGINALLY INTENDED, WITHOUT THE WRITTEN PERMISSION OF T&M ASSOCIATES, IS PROHIBITED.